

FEB 1952

DO NOT Circulate

CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION

SECRET

SECURITY INFORMATION

## INFORMATION REPORT

REPORT

50X1-HUM

CD NO.

COUNTRY USSR

DATE DISTR. 5 December 1952

SUBJECT Classification of Navigators and Mechanics in  
the Merchant Fleet

NO. OF PAGES 3

DATE OF  
INFO.NO. OF ENCL.  
(LISTED BELOW)

50X1-HUM

PLACE  
ACQUIREDSUPPLEMENT TO  
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE  
OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793  
AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVE-  
LATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS  
PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

Navigators

1. The USSR Merchant Fleet Code classifies navigators into six groups; these navigators hold the following positions with the Soviet Merchant Marine:
  - a. Navigators of vessels up to 200 register tons (Sudovoditeli Malomernykh Sudov do 200 ton Nosivosti) are referred to as Dvukhsottoniki. The minimum educational requirement is completion of a company training school (Uchebno-Kursovoy Kombinat).
  - b. Coastal shipping navigators (Shturman Malogo Plavaniya) must have completed a navigation school or a company training school. They are authorized to hold the position of 2nd Assistant Captain on coastal shipping vessels up to 3,000 tons and on overseas vessels up to 1,500 tons. According to the code regulations, they may not occupy the position of skipper on any vessel. Because of the shortage of navigators, some unofficially hold skipper positions, especially on coastal lines.
  - c. Navigators of overseas shipping lines (Shturman Dal'nego Plavaniya) must have attended a higher or an ordinary navigation school and have had 24 months' practical experience as a sailor, 18 months as a navigator on coastal shipping lines, and have held a skipper's position on overseas shipping vessels up to 4,000 tons. On larger overseas ships these navigators perform the duties of a 1st officer.

CLASSIFICATION

SECRET

STATE	X	NAVY	X	NSRB		DISTRIBUTION								
ARMY	X	AIR	X	FBI	X									

## SECRET/SECURITY INFORMATION

-2-

50X1-HUM

(d) Captain of coastal shipping lines (Kapitan Malogo Plavaniya). A captain must have the same educational requirements as a navigator of overseas shipping lines and several years practical experience in lower positions. He is authorized to hold the position of captain on all coastal and overseas vessels up to six thousand tons.

(e) Captain of overseas lines (Kapitan Dal'nego Plavaniya). To hold this position the individual must have attended a higher or an ordinary navigation school and have had many years of practical experience in lower positions. He is authorized to hold a captain's position on all vessels, regardless of tonnage.

(f) Captain with high diploma, more recently called "Engineer Captain" (Kapitan s Vysshim Diplomom or Inzhener Sudovoditel') must have attended a higher navigation school or the Leningrad Engineering Institute of Water Transport and have had considerable practical experience. He is authorized to hold the position of captain on all ships. He is automatically promoted according to his practical experience.

2. In order to be promoted to the next higher group, all personnel listed above, except a captain with a diploma, must go before a special examining board composed of port authorities and a group of specialists from the nearest navigation school. Diplomas are granted by the office of first class port captains; Baku on the Caspian Sea, Odessa on the Black Sea, and Leningrad on the Baltic were the only ports which were considered first class.

Marine Mechanics

3. The USSR Merchant Fleet Code classifies marine mechanics into four groups:

(a) Marine Mechanic 3rd Class (Sudovoy Mekhanik III razryada). This group is subdivided into Diesel engine mechanics (motorist) and steam engine mechanics (machinist). Mechanics third class must have completed a course in a higher navigation school, an ordinary navigation school, or a company training school. They are also required to have had 12 months' practical experience as stoker, six months' experience as a steam engine operator (or Diesel motorist), and six months' experience in ship repair yards for steam or Diesel engines. They are authorized to hold positions as operators of steam and Diesel engines up to two thousand hp (indikatornykh loshadinykh sil) and positions of second, third, and fourth class mechanics on ships with engines up to six thousand hp.

(b) Marine Mechanic Second Class (Sudovoy Mekhanik II razryada). Completion of a higher or an ordinary navigation school is required for this position. A marine mechanic second class must also have had practical experience for 12 months as a stoker, 12 months in a ship repair yard, six months as an engine operator, and 12 months in the position of mechanic third class. A member of this group is authorized to hold the position of operator of steam and Diesel engines up to eight thousand hp or be second, third, or fourth class mechanic on ships with engines of more than eight thousand hp.

SECRET

## SECRET/SECURITY INFORMATION

-3-

(c) Marine Mechanic First Class (Sudovoy Mekhanik I razryada). A mechanic of this rank is required to have the same education as a Marine Mechanic Second Class. In addition, his practical experience must include 12 months as a stoker, six months as an engine operator, 24 months in a ship repair yard, and 12 months as a Marine Mechanic Second Class. He is authorized to operate all ship engines and Diesels regardless of their power.

(d) Marine Engineer (Inzhener Sudomekhanik). He must have attended a higher navigation school or the Marine Engineering Institute in Odessa. He is required to have had the same practical experience as a Marine Mechanic First Class and is authorized to hold the same positions.

4. To be promoted, all mechanics, except a marine engineer, must pass the examinations given by a board similar to that set for navigators. The examination for promotion for Mechanic Second Class in the Diesel is very difficult because of the detailed theoretical knowledge published on Diesel engines used in the Soviet Merchant Fleet.

SECRET

- 377  
Box 26

FEB 1952 02-448

## CENTRAL INTELLIGENCE AGENCY

## CLASSIFICATION

SECRET/CONTROL - U.S. OFFICIALS ONLY  
SECURITY INFORMATION

50X1-HUM

## INFORMATION REPORT

REPORT

CD NO.

## COUNTRY

Czechoslovakia

DATE DISTR. 12 December 1952

## SUBJECT

Construction of an Air Raid Shelter in Prague-Nusle

NO. OF PAGES 1

## DATE OF INFO.

NO. OF ENCL. (LISTED BELOW) 1 Sketch

## PLACE ACQUIRED

SUPPLEMENT TO REPORT NO. 50X1-HUM

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

50X1-HUM  
THIS IS UNEVALUATED INFORMATION

1. A new underground shelter is located in Prague-Nusle between the Belohradska trida and Folimanka park. Work was begun on it in 1949 and has been continuous since then. In addition to being an air raid shelter, the construction is expected to be suitable for an ammunition storage area or military telephone exchange.
2. Access of laborers to the construction has been limited to their own work locations. The labor corps has been completely changed several times. This precaution is said to have been exercised each time a section was completed, and it proved effective in maintaining secrecy.
3. The entrance to the shelter, which is 2 m. wide, 1.70 m. high and secured with an iron grille, is close to the streetcar stop on the Belohradska trida. Behind the entrance a passageway runs for 10 m., terminating at a blank wall. Steel plate doors to the left and right of this point open onto extensions of the entryway. The left branch passage runs about 30 m. in a westerly direction. The depth to which the passages descend is not known. Viewed from the outside the left branch appears to descend to about 30 m. and the right branch to about 20 m. below the surface. Other entrances than the one described are not visible.<sup>1</sup> From the outside of the shelter one can see two openings 2 m. x 2 m. which appear to be ventilator shafts.<sup>2</sup>

50X1-HUM

1.  Comment. There may be one or more additional entrances to the shelter from some building in the neighborhood. Buildings which might be considered are: the Children's Hospital; the Anatomical Institute; and the University Institute. All three of these were marked with a red cross during the last war.

2.  Comment.  as of mid-August 1952 50X1-HUM that air raid shelters had been built under the Children's Hospital at 50X1-HUM the southwest corner of Karlova Square.

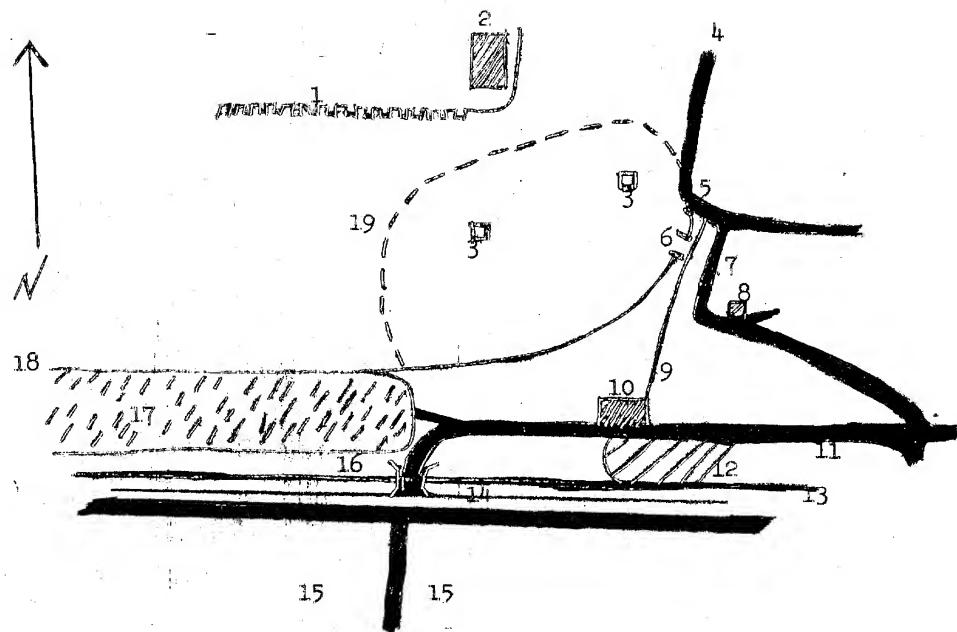
## CLASSIFICATION

SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE	X	NAVY	X	NSRB	DISTRIBUTION						
ARMY	X	AIR	X	FBI							

SECRET//CONTROL - U.S. OFFICIALS ONLY

50X1-HUM

Legend to Sketch

1. The old Vinohrady ramparts
2. The children's playground and pool on Karlova Square
3. Ventilation openings above the shelter
4. Belohradjska trida
5. Streetcar stop Pod Karlovem
6. Entrance to the shelter
7. Street Pod Karlovem
8. The SNB station, for control of a small area
9. Narrow footpath
10. Salvage collection point, wooden hut and wire fence.
11. Sarajevska street
12. Vegetable garden
13. Botic stream
14. Sekaninovo Embankment
15. Blocks of buildings in Nusle
16. Wooden bridge for pedestrians
17. Poltivanka Park, in which buildings have been pulled down and children's playgrounds are being laid out.
18. Boundaries of the hill Pod Karlovem
19. Approximate area of the underground shelter.

SECRET//CONTROL - U.S. OFFICIALS ONLY